

STRATEGIC GROUP

Key Performance Indicators – Part 2

July 2003

Safety of Town Centres
Awareness And Standard Of Community Buildings
Transport to Work
Safety of Pedestrian Crossings
Satisfaction with Public Transport
Safety And Accessibility Of Trains
Safety And Accessibility Of Bus Stops
Attitudes to Housing Situation
Conservation and Environmental Protection
Perceptions of Air Clarity

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Waitakere City Council
Te Taiao o Waitakere

2. INTRODUCTION

This research has been undertaken for performance reporting purposes. Results will be reported in the Year 2003 Waitakere City Council Annual Report.

Telephone interviews of 301 Waitakere City residents aged 18 years and over were conducted during late May and June 2003 by trained, fully briefed interviewers contracted by Service Development. The research was designed to meet Audit New Zealand and industry standards. Full details of the method and sample are in Appendix A.

Note that for each measure, a random sampling error applies. This should be taken into account when interpreting performance measures.

Sample Size	Approximate Random Sampling Error ±
300	5.5%
200	7%
150	8%
100	9.5%
50	14%

3. MAIN FINDINGS

3.1 Safety in Town Centres

- Q. Have you used any of the following town centres in the last six months?
- Q. You mentioned [NAME]. Do you think the [NAME] centre is **Very safe, reasonably safe, somewhat unsafe, very unsafe,** or have you **no opinion**?
- Q. For what reasons do you rate [NAME] as [RATING SCORE]?

Overall ratings of safety by users of the centres are as follows:

	“very safe” %	“very” + “reasonably safe” %	“very” + “reasonably safe” + “no opinion” ¹ %
Te Atatu Peninsula	50	93	95
Glen Eden	43	88	89
New Lynn	61	95*	95*
Henderson	47	87	88
Westgate	75	95	96
Weighted average of New Lynn, Henderson, Westgate	59	92	93
Weighted average of New Lynn, Henderson, Westgate (2001/02)	46	86	93

* decimal rounding

TRENDS	“very” + “reasonably safe” %			
	1999/00	2000/01	2001/02	2002/03
Te Atatu Peninsula	81	92	89	93
Glen Eden	67	72	82	88
New Lynn	75	84	89	95
Henderson	75	88	78	87
Westgate	nm	93	92	95
Weighted average of New Lynn, Henderson, Westgate	nm	nm	86	92

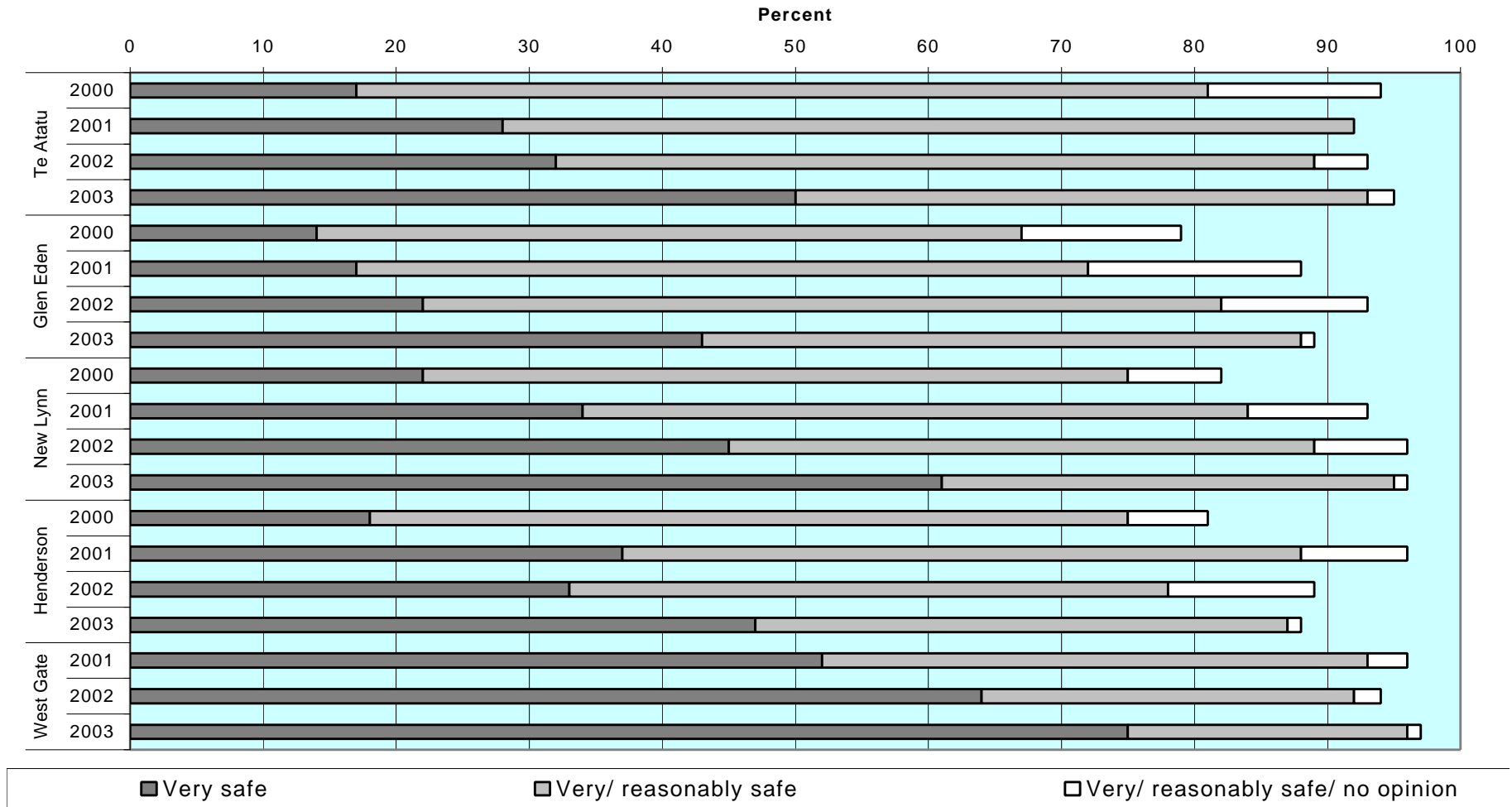
nm: not measured

There are no statistically significant demographic differences to show.

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¹ Not overtly “unsafe”

Safety in Town Centres



The comments on safety of town centres (by those who rate below “very safe”) are:

Te Atatu Peninsula Town Centre

- Hoons/ undesirables/ unsavoury characters (12% of Te Atatu Peninsula Town Centre shoppers)
- Traffic safety/ traffic hazards (9%)

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Glen Eden

- Hoons/ undesirables/ unsavoury characters (12% of Glen Eden shoppers)
- Traffic safety/ traffic hazards (11%)
- Untidy (10%)

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New Lynn

- Hoons/ undesirables/ unsavoury characters (13% of New Lynn shoppers)

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Henderson

- Hoons/ undesirables/ unsavoury characters (33% of Henderson shoppers)

Further details can be found in the tables commencing page **Error! Bookmark not defined..**

Westgate

- Traffic safety/ traffic hazards (8% of Westgate shoppers)

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3.2 Awareness And Standard of Community Buildings

- Q. By community buildings we mean both Council owned facilities such as community centres, community houses and community halls, and also non-council community buildings such as school halls, churches and other buildings and halls for community use. Thinking about both Council and non-Council community buildings in terms of whether there are enough of them, and if they are of a good enough quality. Even if you don't need to hire one, how satisfied are you with what is provided in Waitakere City?*
- Q. For what reasons do you say that?*

56% of residents are very or reasonably satisfied with what is provided.

	2003	
	<u>Total</u>	
	<u>Sample</u>	
	%	
Very satisfied	41	} 56%
Reasonably satisfied	15	
Somewhat dissatisfied	6	} 8%
Very dissatisfied	2	
No opinion	22	
Don't know	14	
	100	

Satisfaction is higher for residents living in Henderson (63%) and New Lynn (59%)². As residents become older satisfaction appears to decrease.

The most frequent comment about the provision of community buildings was an expression of satisfaction (10% of total sample).

There were a variety of comments (negative and positive) about quality at low levels of mention.

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² Statistically significant: $Z=2.417 > 1.96$ at 0.05 level of significance

3.3 Paid Work, and Work Transport

- Q. Firstly, are you in paid employment – that is, your main income comes from paid work or running a business?*
- Q. Do you do most of your work from home, or from some other location?*
- Q. I'm going to read out some means of transport. Which one do you mainly use to get to and from work?*

70% of residents are in paid employment. 82% of residents in paid employment work in a location other than their home. 11% work at home and 7% both at home and elsewhere. 18% conduct at least some work from home.

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Based on all in paid employment, including those working from home, main transport in getting to or from place of work are:

	2000	2001	2002	2003
	%	%	%	%
Work at home	10	12	9	11
Some work from home	nm	nm	nm	7
Walking	2	1	2	1
Cycling	1	1	1	0
Bus or train	3	///	///	///
Bus	nm	2	2	5
Train	nm	2	1	1
Passenger (car, van, etc)	4	6	2	4
Drive oneself	80	78	84	72
	100	100	100*	100*

* decimal rounding

nm not measured

Excluding those working out of home, but not as a place of work (e.g. trades people), 22% do not drive themselves to work.

Demographic differences

Residents who are employed within Waitakere City are less likely to drive themselves to work (27% don't drive self to work) than residents who work outside the city (16% don't drive self to work).³

Residents who are employed outside Waitakere City are more likely to use a bus or train (11%) than residents who work within Waitakere City (1%).⁴

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³ Statistically significant: $Z=1.997 > 1.96$ at 0.05 level of significance

⁴ Statistically significant: $Z=3.06 > 1.96$ at 0.05 level of significance

3.4 Safety of Pedestrian Crossings

Q. Now lets turn to getting about on foot. How safe do you feel using pedestrian crossings on main roads in Waitakere City?

Almost two-thirds of residents (64%) say that pedestrian crossings on main roads are “very” or “reasonably safe” (55% in 2000, 69% in 2001, 66% in 2002). Ratings are as follows:

	2000		2001		2002		2003	
	Total Sampl		Total Sampl		Total Sampl		Total Sampl	
	<u>e</u> %		<u>e</u> %		<u>e</u> %		<u>e</u> %	
Very safe	9	} 55	14	} 69	20	} 66	10	} 64
Reasonably safe	46		55		46		54	
		%		%		%		%
Somewhat unsafe	26	} 40	20	} 27	22	} 31	20	} 29
Very unsafe	14		20		9		9	
		%		%		%		%
No opinion	5		4		4		7	
	<u>100</u>		<u>100</u>		<u>100*</u>		<u>100</u>	

* decimal rounding

Safety ratings are higher for:

- 18 to 39 year olds (69% “very safe” or “reasonably safe”) compared with those 60 years old and over (53%)⁵

Overall, 29% rate pedestrian crossings as “somewhat” or “very unsafe”. Ratings of “somewhat” or “very unsafe” are higher for:

- Residents living in Waitakere Ward (47%)⁶
- Those not in paid employment (40%)⁷
- Females (35%) compared with males (22%)⁸

⁵ Statistically significant: $Z=2.17 > 1.96$ at 0.05 level of significance

⁶ Statistically significant: $Z=2.315 > 1.96$ at 0.05 level of significance

⁷ Statistically significant: $Z=2.699 > 1.96$ at 0.05 level of significance

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⁸ Statistically significant: $Z=2.40 > 1.96$ at 0.05 level of significance

3.5 Public transport in Waitakere City

Q. Think about public transport in Waitakere City. Whether you are using these services or not, how satisfied are you with the following I'll read out.

Q. [If "don't know/ no opinion": suppose there was a situation where your usual transport was not available.

Public transport – taking you places where you want to go

29% state they are “very” or “reasonably satisfied” that public transport takes you to places where they want to go. Ratings are as follows:

Public transport – Taking you to places where you want to go	2001		2002		2003	
	Total Sample	%	Total Sample	%	Total Sample	%
Very satisfied	7	} 27%	8	} 27%	8	} 29%
Reasonably satisfied	20		19		21	
Somewhat dissatisfied	21	} 35%	18	} 40%	22	} 50%
Very dissatisfied	14		22		28	
Don't know/ no opinion	38		34		21	
	100		100*		100	

* decimal rounding

Satisfaction ratings are highest for:

- Households with young adults (53% “very” or “reasonably satisfied”)

Dissatisfaction ratings (“very” or “somewhat dissatisfied”) are higher for:

- Waitakere (63%) and New Lynn (57%) residents (57%) compared with Massey (46%) and Henderson (44%) residents⁹
- Employed people (56%) compared with those not in paid employment (34%)¹⁰

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⁹ Statistically significant: $Z=2.31 > 1.96$ at 0.05 level of significance

¹⁰ Statistically significant: $Z=3.64 > 1.96$ at 0.05 level of significance

Convenience of times

29% state they are “very” or “reasonably satisfied” with the times of public transport. Ratings are as follows:

Public transport - ¹¹	Frequency of service		Convenience of times	
	2001 Total Sample %	2002 Total Sample %	2003 Total Sample %	
Very satisfied	9	6	7	} 29%*
Reasonably satisfied	21 } 30%	17 } 24%*	23	
Somewhat dissatisfied	18	17	22	} 50%
Very dissatisfied	16 } 35%*	22 } 39%	28	
Don't know/ no opinion	35	37	21	
	100*	100*	100*	

* Decimal rounding

No demographic differences stand out for ratings of satisfaction.

Dissatisfaction ratings are higher for:

- Waitakere (65.1%) and New Lynn (54%) residents compared with Massey (44%) and Henderson (44%) residents¹²
- Employed residents (55%) compared with those not in paid employment (38%)¹³
- Residents under 60 years of age (52%) compared with those 60 years or over (34%)¹⁴

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¹¹ In 2003 wording changed to ‘convenience of times’. Prior to this was ‘frequency of service’

¹² Statistically significant: $Z=2.212 > 1.96$ at 0.05 level of significance

¹³ Statistically significant: $Z=2.738 > 1.96$ at 0.05 level of significance

¹⁴ Statistically significant: $Z=2.909 > 1.96$ at 0.05 level of significance

Affordability

39% of residents are “very” or “reasonably satisfied” with the affordability of public transport.

	2003 Total Sample %	
Very satisfied	10	} 39%
Reasonably satisfied	29	
Somewhat dissatisfied	15	} 27%
Very dissatisfied	12	
Don't know/ no opinion	34	
	100	

Satisfaction is higher for:

- Households with young adults, aged 16 to 19 years (69%)

Dissatisfaction is higher for:

- Residents under 60 years of age (29%)¹⁵

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¹⁵ Statistically significant: $Z=2.236 > 1.96$ at 0.05 level of significance

Safety

Due to a reduction in the number who don't know / have no opinion, residents are more satisfied with public transport safety than in previous years. Just under two thirds (62%) state they are "very" or "reasonably satisfied" with safety. Ratings are as follows:

Public transport – Safety	2001 Total <u>Sample</u> %		2002 Total <u>Sample</u> %		2003 Total <u>Sample</u> %	
Very satisfied	13	} 52%	18	} 48%	20	} 62%
Reasonably satisfied	39		30		42	
Somewhat dissatisfied	10	} 13%*	9	} 13%	5	} 12%
Very dissatisfied	4		5		7	
Don't know/ no opinion	35		38		26	
	<u>100*</u>		<u>100</u>		<u>100</u>	

* Decimal rounding

Satisfaction ratings are higher for:

- Households with:
 - Young adults (85%)
 - 3 to 4 people (72%)

Residents 60 years or over appear less likely to be "very" or "reasonably satisfied" with safety (45%) than those under 60 (65%).¹⁶

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¹⁶ Statistically significant: $Z=3.097 > 1.96$ at 0.05 level of significance

Used any public transport

44% of residents state they have used either a bus or train in the last 6 months, i.e. some form of public transport.

The use of public transport is higher for:

- Households with young adults: 16 to 19 (65%)
- Under 40 year olds (54%)¹⁷

As the household size increases so does public transport use.

The use of any public transport is lower for:

- Those working outside Waitakere City (36%)¹⁸
- Residents living in Massey Ward (31%)¹⁹

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¹⁷ Statistically significant: $Z=3.129 > 1.96$ at 0.05 level of significance

¹⁸ Statistically significant: $Z=1.96 = 1.96$ at 0.05 level of significance

¹⁹ Statistically significant: $Z=2.519 > 1.96$ at 0.05 level of significance

3.6 Train Usage, Safety and Accessibility

- Q. Have you used a train anywhere within Waitakere City in the last 6 months?*
- Q. How safe are the train stations in Waitakere city? Whether you have used them or not, do you feel they are **very safe, reasonably safe, somewhat unsafe, very unsafe**, or are you **unsure** or have **no opinion**?*
- Q. For what reasons do you say this?*
- Q. And how accessible are the train stations to the public in Waitakere City? Are they **very accessible, reasonably accessible, somewhat inaccessible, very inaccessible**, or are you **unsure** or have **no opinion**?*

26% of residents have used a train at least once in the last six months (22% in 2000 and 2002).

This incidence of usage is higher for:

- Residents under 40 (32%)²⁰
- Larger households (3 people or more: 33%) compared with 1-2 person households (17%)²¹
- Households with younger people (under 19).

Massey residents tend to use the train less than residents from other Wards.²²

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²⁰ Statistically significant: $Z=2.287 > 1.96$ at 0.05 level of significance

²¹ Statistically significant: $Z=3.037 > 1.96$ at 0.05 level of significance

²² Statistically significant: $Z=2.48 > 1.96$ at 0.05 level of significance

Safety

Overall, 32% of residents rate Waitakere City train stations as “very” or “reasonably safe” (2000 37%, 2001 39%, 2002 36%). About one third are non-committal.

The ratings in full are:

Safety of Waitakere City train stations 2003	<u>Total</u>		<u>Used Train</u>		<u>Did not Use Train</u>
	%		%		%
Very safe	4	}32%	6	}52%	3
Reasonably safe	28		45		22
Unsure/ no opinion	33		13		40
Somewhat unsafe	30	}35%	32	}36%	29
Very unsafe	5		4		6
	100*		100		100

* Decimal rounding

There is a marked difference between users and non-users of trains. 52% of those who have used a train in the last six months rate stations as “very” or “reasonably safe” (2000 70%, 2001 68%, 2002 63%) whereas 25% of non-users rate them as “very” or “reasonably safe” (2000 28%, 2001 32%, 2002 28%).²³

Train Safety - Users	2001		2002		2003	
	<u>Used Train</u>		<u>Used Train</u>		<u>Used Train</u>	
	%		%		%	
Very safe	10	}68%	10	}63%	6	}52%
Reasonably safe	58		53		45	
Unsure/ no opinion	5		21		13	
Somewhat unsafe	24	}27%	15	}16%	32	}36%
Very unsafe	3		1		4	
	100		100		100	

* Decimal rounding

²³ Statistically significant: $Z=4.289 > 1.96$ at 0.05 level of significance

	2001		2002		2003	
Train Safety - Non Users	Did not Use <u>Train</u> %		Did not Use <u>Train</u> %		Did not Use <u>Train</u> %	
Very safe	5	}32%	5	}28%	3	}25%
Reasonably safe	27		23		22	
Unsure/ no opinion	44		44		40	
Somewhat unsafe	22	}24%	21	}28%	29	}35%
Very unsafe	3		7		6	
	100		100		100	

* Decimal rounding

Overall, safety ratings of “somewhat” or “very unsafe” are higher for:

- Households with school aged children: 5 to 15 (44%).

A variety of reasons were given for rating trains “somewhat” or “very unsafe”:

Railside Ave

- Bad appearance (13%)
- Unsafe: crime (9%)

New Lynn

- (no significant comments)

Other: Stations generally and small suburban stations

- Unsafe: crime (47%)
- Bad appearance (33%)
- Undesirables (9%)

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Accessibility

Overall, train stations are rated as “very” or “reasonably accessible” by 59% of residents (54% in 2000, 63% in 2001, 52% in 2002).

Accessibility of Waitakere City train stations - 2003	Total		Used Train		Did not Use Train	
	%		%		%	
Very accessible	14	}59%	25	}76%	11	}53%
Reasonably accessible	44		51		42	
Unsure/ no opinion	18		1		24	
Somewhat inaccessible	19	}24%	22	}24%	18	}24%
Very inaccessible	5		2		6	
	100		100		100	

* Decimal rounding

As with safety ratings, accessibility ratings are highest for those who have used any train in the last six months (76% “very” or “reasonably accessible”) compared with non users (53%) (in 2000 83% for users, 46% for non-users, in 2001 86% for users, 57% for non-users, in 2002 79% for users, 44% for non users).²⁴ Neither think the stations are inaccessible however.

Train Accessibility - Users	2001		2002		2003	
	Used Train %		Used Train %		Used Train %	
Very accessible	28	}86%	35	}79%	25	}76%
Reasonably accessible	59		45		51	
Unsure/ no opinion	4		8		1	
Somewhat inaccessible	7	}9%	12	}12%	22	}24%
Very inaccessible	3		0		2	
	100		100		100	

* Decimal rounding

²⁴ Statistically significant: $Z=3.519 > 1.96$ at 0.05 level of significance

	2001	2002	2003
Train Accessibility - Non Users	Did not Use Train %	Did not Use Train %	Did not Use Train %
Very accessible	18	17	11
Reasonably accessible	39 } 57%	27 } 44%	42 } 53%
Unsure/ no opinion	19	34	24
Somewhat inaccessible	17 } 25%	17 } 22%	18 } 24%
Very inaccessible	7	5	6
	100	100	100

* Decimal rounding

Massey residents are less satisfied with train station accessibility than other Wards (45% “very” or “reasonably accessible”).²⁵

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²⁵ Statistically significant: $Z=2.54 > 1.96$ at 0.05 level of significance

3.7 Bus Usage, Bus Stop Safety and Accessibility

- Q. And have you used a bus anywhere within Waitakere City in the last 6 months?*
- Q. How safe are bus stops in Waitakere City? Whether you have used them or not, do you feel they are **very safe, reasonably safe, somewhat unsafe, very unsafe**, or are you **unsure** or have **no opinion**?*
- Q. For what reasons do you say this?*
- Q. We also want to find out how accessible bus stops are in Waitakere City. Taking into account how many bus stops are available and whether they are located in convenient places, are they **very accessible, reasonably accessible, somewhat inaccessible, very inaccessible**, or are you **unsure** or have **no opinion**?*

30% of residents have used a bus at least once in the last six months (23% in 2000, 25% in 2001, 21% in 2002). This incidence of usage is higher for:

- Households with young adults : 16 to 19 (50%)
- Under 40's (37%) than over 40's (23%)²⁶

This incidence of non usage is higher for:

- One person households (87% stated they have not used a bus in the last six months)²⁷

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²⁶ Statistically significant: $Z=2.54 > 1.96$ at 0.05 level of significance

²⁷ Statistically significant: $Z=2.329 > 1.96$ at 0.05 level of significance

Safety

Overall, 69% of residents rate Waitakere City bus stops²⁸ as “very” or “reasonably safe” (53% in 2000, 66% in 2001, 49% in 2002). 20% are non-committal. The ratings in full are:

Safety of Waitakere City Bus stops - 2003	Total		Used Bus		Did not Use Bus	
		%		%		%
Very safe	16	}69%	25	}82%	13	}63%
Reasonably safe	52		57		50	
Unsure/ no opinion	20		7		25	
Somewhat unsafe	11	}12%	11	}12%	11	}11%*
Very unsafe	1		1		1	
	100		100		100	

* Decimal rounding

There is a marked difference between users and non-users of buses. 82% of those who have used a bus in the last six months rate bus stops as “very” or “reasonably safe” (in 2000 75%, in 2001 87%, in 2002 77%), whereas 63% of non-users rate them as “very” or “reasonably safe” (46% in 2000, 59% in 2001, 41% in 2002).²⁹

Bus stop safety - Users	2001		2002		2003	
	Used Bus	%	Used Bus	%	Used Bus	%
Very safe	26	}87%	17	}77%	25	}82%
Reasonably safe	60		60		57	
Unsure/ no opinion	7		6		7	
Somewhat unsafe	6	}7%	17	}17%	11	}12%
Very unsafe	1		0		1	
	100		100		100	

* Decimal rounding

²⁸ Note: change of measure from *bus shelter* to *bus stop*

²⁹ Statistically significant: $Z=3.11 > 1.96$ at 0.05 level of significance

	2001		2002		2003	
Bus stop safety - Non Users	Did not Use <u>Bus</u> %		Did not Use <u>Bus</u> %		Did not Use <u>Bus</u> %	
Very safe	7	}59%	7	}41%	13	}63%
Reasonably safe	52		34		50	
Unsure/ no opinion	25		48		25	
Somewhat unsafe	12	}16%	9	}11%	11	}11%*
Very unsafe	4		2		1	
	<hr/> 100		<hr/> 100		<hr/> 100	

* Decimal rounding

Based on total resident sample, bus stop safety ratings are higher for:

- Households with children under 5 (82% “very” or “reasonably safe”)
- Under 40’s (79%) compared with over 40’s (60%)³⁰

One person households are less positive (49% “very” or “reasonably safe”) than other households (72%).³¹

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³⁰ Statistically significant: $Z=3.309 > 1.96$ at 0.05 level of significance

³¹ Statistically significant: $Z=3.161 > 1.96$ at 0.05 level of significance

Accessibility

Overall, bus stops are rated as “very” or “reasonably accessible” by 83% of residents (62% 2000, 57% in 2001, 55% in 2002).

Accessibility of Waitakere City bus stops - 2003	Total		Used Bus		Did not Use Bus	
	%		%		%	
Very accessible	33	}83%	36	}95%	32	}78%
Reasonably accessible	50		59		45	
Unsure/ no opinion	10		1		14	
Somewhat inaccessible	5	}7%	3	}4%	6	}8%*
Very inaccessible	2		1		3	
	<hr/> 100		<hr/> 100		<hr/> 100	

* Decimal rounding

As with safety ratings, accessibility ratings are highest for those who have used any bus in the last six months (95% “very” or “reasonably accessible”) compared with non users (78%) (in 2000 79% users, 57% non users; in 2001 75% users, 51% non-users, in 2002 74% users, 50% non-users).³²

Bus Accessibility - Users	2001		2002		2003	
	Used Bus %		Used Bus %		Used Bus %	
Very accessible	27	}75%	38	}74%	36	}95%
Reasonably accessible	48		36		59	
Unsure/ no opinion	8		13		1	
Somewhat inaccessible	13	}17%	10	}13%	3	}4%
Very inaccessible	5		3		1	
	<hr/> 100		<hr/> 100		<hr/> 100	

* Decimal rounding

³² Statistically significant: $Z=3.55 > 1.96$ at 0.05 level of significance

	2001		2002		2003	
Bus Accessibility - Non Users	Did not Use <u>Bus</u> %		Did not Use <u>Bus</u> %		Did not Use <u>Bus</u> %	
Very accessible	18	}51%	17	}50%	32	}78%
Reasonably accessible	33		33		45	
Unsure/ no opinion	28		41		14	
Somewhat inaccessible	14	}21%	7	}9%	6	}8%*
Very inaccessible	7		2		3	
	<hr/> 100		<hr/> 100		<hr/> 100	

* Decimal rounding

Bus stop accessibility ratings are higher for:

- Households with children under five (96%)
- Under 40 year olds (91%) compared with those 40 and over (76%)³³

One person households are less positive than other households (68% “very” or “reasonably accessible”).³⁴

Further details can be found commencing page **Error! Bookmark not defined.**

³³ Statistically significant: $Z=3.123 > 1.96$ at 0.05 level of significance

³⁴ Statistically significant: $Z=3.122 > 1.96$ at 0.05 level of significance

3.8 Attitude to Housing situation

Q. Council is able to play a role in housing issues by planning rules and by discussing local needs with central government. How satisfied are you with the current housing situation in Waitakere City right now?

46% of residents are “very” or “reasonably satisfied” with the housing situation (39% in 2002).

Satisfaction with Waitakere City housing situation	Total balanced sample			
	2000 (300) %	2001 (296) %	2002 (300) %	2003 (301) %
Very satisfied	4	10	8	9
Reasonably satisfied	49 } 53%	27 } 38%	31 } 39%	37 } 46%
Somewhat dissatisfied	18	24	23	18
Very dissatisfied	9 } 27%	10 } 34%	10 } 33%	13 } 31%
Have no opinion	20	29	29	24
	100	100	100*	100

* Decimal rounding

Levels of dissatisfaction (“somewhat” or “very dissatisfied”) are higher among:

- 40 to 59 year olds (42%)³⁵
- Waitakere Ward residents (49%)³⁶

Further details can be found commencing page **Error! Bookmark not defined.**

Q. For what reasons do you say this?

A variety of reasons are given, but the only prominent ones are:

- Disapprove of high density housing / infill housing (27% of those who have an opinion)
- Pressure on services / infrastructure (10%)

For further details refer to the tabulations beginning on page **Error! Bookmark not defined.**

³⁵ Statistically significant: $Z=3.036 > 1.96$ at 0.05 level of significance

³⁶ Statistically significant: $Z=2.488 > 1.96$ at 0.05 level of significance

3.9 Conservation and Environmental Protection

Q. We want to find out what, if anything, residents are doing to improve the natural environment. This includes such things as protecting streams and native bush, trapping possums, planting, picking up rubbish from natural areas, and removing invasive weeds, but doesn't include things like tending flower beds and vegetable gardens, or mowing lawns. In the past year, have you taken any actions either on your own property or elsewhere, to improve the natural environment?

40% of residents stated they have taken actions to improve the natural environment (61% in 2002). (Others claim activities not directly associated with the natural environment. Claimed participation rate is 45%. These are not included in the count).

Actions to improve the natural environment are higher amongst these:

- 40 to 59 year olds (50% at least one recognised action) vs. 34% for the other age groups³⁷
- Waitakere Ward residents (80%) compared to the other Wards³⁸
- New Lynn Ward residents (52%) compared to Massey and Henderson residents³⁹

For further details refer to the tabulations beginning on page **Error! Bookmark not defined.**

Q. What are these actions?

The most commonly mentioned actions taken were:

- Clearing noxious weeds (54% of those who say take actions)
- Planting trees (33%)
- Picking up rubbish (24%)

For further details refer to the tabulations beginning on page **Error! Bookmark not defined.**

³⁷ Statistically significant: $Z=2.82 > 1.96$ at 0.05 level of significance

³⁸ Statistically significant: $Z=4.756 > 1.96$ at 0.05 level of significance

³⁹ Statistically significant: $Z=3.491 > 1.96$ at 0.05 level of significance

3.10 Perception of Air Clarity

- Q. How good do you think the quality of the air in Waitakere City is. Give it a score out of 10 where 10 means clear and unpolluted, and 1 means badly polluted and hazy.*
- Q. For any scores 5 or less, ask: Which areas are most affected? For each area, what in your opinion are the main sources or causes of unclean air?*

73% state the air quality is satisfactory or better (i.e. they gave a score of 7 or more). 13% of residents rated air pollution as 5 or below (unsatisfactory). Ratings are as follows:

	Total Sample
	%
9 or 10	25
8	32
7	16
6	11
5 or below	13
Don't know	3
	100

For further details refer to the tabulations beginning on page **Error! Bookmark not defined.**. No demographic differences are evident.

Areas affected and sources

55% of those who indicated air is poor (scored 5 or less) mentioned vehicle fumes as a cause. 18% mentioned industrial fumes.

Location of Vehicle fumes:

- Everywhere (30% of those who indicated air is poor, 4% of total sample)
- Henderson (8%, 1%)
- Te Atatu Road (8%, 1%)
- Lincoln Road (5%, 0.7%)
- Motorway and vicinity of main roads (5%, 0.7%)

Location of Industrial fumes:

- Everywhere – industrial smog (10% of those who indicated air is poor, 1% of total sample)

Henderson (5%, 0.7%)